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Mladá Boleslav / Prague, 11 November 2019

ŠKODA OCTAVIA Press Kit

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More spacious, more connected, more emotive: the new ŠKODA OCTAVIA

- › An icon reloaded: new OCTAVIA delights with an emotive design and innovative technologies
- › Making their debut: head-up display, shift-by-wire technology and back-friendly Ergo seats
- › Powertrains: plug-in-hybrid drive, mild hybrid and efficient petrol, diesel and CNG engines
- › Exterior: greater dimensions and boasting an even more emotive design
- › Interior: new design and multi-level dashboard

Even better, more spacious, safer, more connected and more emotive than ever: with the launch of the fourth generation of its bestseller, ŠKODA has reached new dimensions. The heart and engine of the ŠKODA brand is longer and wider than its predecessor, has an even larger boot and is even more emotive thanks to the new ŠKODA design language. The new interior concept combines an excellent amount of space and outstanding functionality with high-quality materials and clever details. Innovative connectivity and new assistance systems raise comfort and safety to an even higher level.

ŠKODA AUTO CEO, Bernhard Maier, said, "For ŠKODA, the OCTAVIA is of immense importance. That's why we've completely redeveloped this car. The outcome is the best OCTAVIA of all time – it is even more spacious, practical and even safer than ever before. By unveiling its latest generation just in time for its 60th anniversary, we have taken a major step forward. The OCTAVIA has significantly contributed to the positive development of the company and the brand. Over the last six decades. I am very confident that the new generation will play its part in maintaining this positive development."

Sixty years after production of the OCTAVIA started in 1959, ŠKODA is now unveiling the best model yet since its re-launch in 1996. The fourth-generation OCTAVIA will continue to be the brand's heart and engine as well as its top volume model. With more than 6.5 million units produced, it is the bestselling ŠKODA ever and has been a real icon for many years, both in its Czech home country as well as in numerous other markets around the world. The reasons for this are obvious: it features a modern design and modern technology, it is efficient, extremely practical and high-quality; it offers exceptional amounts of space and superior value for money.

Bigger and even more attractive

The new OCTAVIA has grown further and, thanks to new proportions and the latest developments in ŠKODA's design language, is even more emotive and dynamic than its successful predecessor. At a length of 4,689 mm, the hatchback is 19 mm and the COMBI 22 mm longer than the third-generation model. Its width has increased by 15 mm. The COMBI's boot capacity, which is the largest in the segment, has increased by 30 l to 640 l. The hatchback has a capacity of 600 l – 10 l more than the previous generation. The new front apron and the razor-sharp, narrower, new headlights are a visual delight and feature LED technology for low beam, high beam and daytime running lights as standard. The tail lights, brake lights and fog lights make use of LED technology as well. The newly designed, shallow roof rails emphasise the elongated silhouette of the OCTAVIA COMBI, while the hatchback looks almost like a coupé. Alloy wheels measuring up to 19 inches lend all of the model variants

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a powerful appearance. Crystal Black, Lava Blue and Titanium Blue have been newly added to the range of paint finishes; a Chrome and a Dynamic package are optional extras.

New interior concept and a multi-level dashboard

In the newly designed interior, the OCTAVIA offers a new two-spoke steering wheel, which can be heated as an option and – if ordered as a multifunction variant – comes with new control buttons and knurled scroll wheels, allowing drivers to operate a total of 14 different functions without removing their hands. The dashboard, which has also been redesigned, is modular and has been arranged in different levels, featuring a large, free-standing central display. The centre console is elegant, uncluttered and adorned with chrome details – as are the new door trims and handles. New and soft-touch materials lend the interior a premium look, while the new LED ambient lighting provides a special visual touch for the front doors and dashboard by indirectly illuminating them in a choice of ten different colours – even in a variety of colours if desired. Coordinated lighting scenarios can also be selected.

Head-up display making its debut and particularly back-friendly Ergo seats

Optional, particularly back-friendly Ergo seats, which among other things offer an electric massage function, are available for the first time in a ŠKODA. In the top version, they can also be ventilated and bear the seal of approval of the German Campaign for Healthier Backs. The optional head-up display is another first for a ŠKODA. It projects the most important information such as speed, navigation, detected traffic signs and activated driver assistance systems directly onto the – optionally heated – windscreen. The 4.2-inch, multifunction Maxi DOT 16-colour display comes as standard. Tri-zone Climatronic makes its debut in the OCTAVIA. Using the optional keyless vehicle entry system (KESSY), now any one of the car's four doors can be opened first. The standard equipment also includes electric side windows and an electromechanical parking brake. The ŠKODA OCTAVIA is now also available with acoustic side windows at the front, which reduce road noise in the cabin even further.

DSG with shift-by-wire technology and optional full LED Matrix headlights

The new OCTAVIA is the first ŠKODA ever to use shift-by-wire technology for operating the DSG, which electronically transmits the driver's gear selection to the transmission. In place of the familiar DSG lever, there is therefore a new control module located in the centre console with a small rocker switch for selecting the drive modes as well as a button for the parking mode. Innovative full LED matrix headlights are available as an option, allowing the driver to leave the high beam on at all times without dazzling other road users. Full LED tail lights featuring crystalline elements and dynamic indicators are another option. A whole range of new safety systems such as Collision Avoidance Assist, Turn Assist, Exit Warning and the local Traffic Warning function are also making their debut at ŠKODA. Other new features for the OCTAVIA include Area View, Side Assist and Predictive Cruise Control, which – together with the updated version of Traffic Sign Recognition and the further improved Lane Assist, as well as Traffic Jam Assist and Emergency Assist – forms the comprehensive Travel Assist system. Using Hands-on Detect, this system also checks whether the driver is touching the steering wheel consistently. Up to nine airbags, including a driver knee airbag and rear side airbags, protect occupants in the event of a collision.

New alternative powertrains and efficient engines

Never before has the OCTAVIA been as efficient, eco-friendly and available with as many alternative powertrains as in its fourth generation. For the first time, the line-up includes a plug-in hybrid, the OCTAVIA iV. Some of the petrol engines, which have been further optimised, are now equipped with

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innovative mild hybrid technology, while the diesel engines come from the latest EVO generation and emit up to 80 per cent less nitrogen oxide. The wide range of powertrains deliver from 81 kW (110 PS) to 150 kW (204 PS). With 17.7 kg of natural gas (CNG) in its tanks, the OCTAVIA G-TEC can cover up to 523 km in its eco-friendly and efficient CNG mode. In the OCTAVIA iV, a 1.4 TSI petrol engine and an electric motor deliver a combined power output of 150 kW (204 PS). With a capacity of 37 Ah providing 13 kWh of energy, the high-voltage lithium-ion battery allows for an all-electric range of up to 55 km in the WLTP cycle. The eTEC variants fitted with latest EVO-generation 1.0 TSI or 1.5 TSI petrol engines feature mild hybrid technology when equipped with DSG. Using a 48-volt belt-driven starter motor and a 48-volt lithium-ion battery, it is possible to recover brake energy, support the combustion engine by providing it with an electric boost, and to coast with the engine completely switched off. The EVO diesel engines apply a new 'twin dosing' exhaust gas treatment, where AdBlue® is injected specifically in front of the two catalytic converters that are arranged one after the other. Dynamic Chassis Control including Driving Mode Select, which is optional, now comes with slider controls within the different driving modes, allowing the driver to change individual parameters such as the suspension, damping and steering characteristics or the operation of the DSG to suit their preferences.

Latest infotainment systems and a further developed Virtual Cockpit

The OCTAVIA offers a choice of four infotainment systems from the latest generation with screens measuring from 8.25 to 10 inches. Some of them can be operated using gesture control or by voice via the Laura ŠKODA Digital Assistant. The top-of-the-range Columbus infotainment system can – for the first time – display the navigation system's maps in a different level of zoom than the 10.25-inch Virtual Cockpit (which, by the way, has also been further improved, making it even more user-friendly). This new function can be adjusted via an innovative touch slider located below the display, which can also be used to control the volume. Thanks to a built-in eSIM, the OCTAVIA is always online; access to the latest ŠKODA Connect mobile online services is therefore always possible. These include eCall, which is mandatory in the EU, comprehensive remote vehicle access and infotainment apps backed by online data. The car features up to five USB-C ports for charging or connecting media devices and USB sticks, one of which can optionally be housed in the overhead console above the rear-view mirror. Older devices with a USB-A 3.0 port can easily be connected using the USB-C to USB-A 3.0 adapter from the ŠKODA Genuine Accessories range. Furthermore, smartphones can be charged inductively, using the optional Phone Box. Finally, the acoustically optimised interior and the new optional CANTON sound system ensure a perfect audio experience.

Innovative Simply Clever features

For diesel cars, the range of the brand-typical Simply Clever features now also includes a convenient filler tube for AdBlue®, enabling it to be filled up using a lorry pump nozzle too. In the rear, two smartphone storage pockets on the front seatbacks are making their debut at ŠKODA. The Sleep package for the back seat is now also an optional extra for the OCTAVIA COMBI. In addition, new retractable sun blinds for the rear side windows make it possible to block out the light. There is a multifunction storage pocket below the boot cover in both the hatchback and the OCTAVIA COMBI; the latter will also feature an automatically retractable load cover. The storage compartment with an umbrella and hand brush in the front doors is new. The funnel integrated into the lid of the windscreen washer tank is yet another new feature in the OCTAVIA.



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Exterior: improved proportions and even more space

- › The fourth-generation OCTAVIA is even bigger and a real miracle of space
- › Clear surfaces and sculptural elements combined with excellent aerodynamics
- › Headlights and tail lights featuring LED technology and alloys measuring up to 19 inches

The fourth generation of the OCTAVIA is bigger and, thanks to the new proportions and ŠKODA design language, even more emotive and dynamic than its successful predecessor. The new front apron, narrower headlights and newly designed, shallow roof rails emphasise the elongated silhouette of the OCTAVIA COMBI, while the hatchback looks as elegant as a coupé. All in all, the new ŠKODA OCTAVIA radiates self-confidence and quality.

Oliver Stefani, Head of ŠKODA AUTO Design, said, "With the new OCTAVIA, in addition to the emotive and sculptural elements of the current ŠKODA design language, we paid particular attention to elegant and dynamic proportions whilst further improving the amount of interior space. The elongated silhouette and the large wheels measuring up to 19 inches lend the OCTAVIA a powerful appearance."

At 4,689 mm, the new ŠKODA OCTAVIA COMBI is 22 mm longer than its predecessor, whilst the hatchback has gained 19 mm (also measuring 4,689 mm in length). At 1,829 mm, they are both 15 mm wider; their wheelbases measure 2,686 mm. The OCTAVIA's increased length and width bring out its self-assured appearance. What's more, the familiar, impressive amount of interior space is even more generous, turning the ŠKODA icon into the most amazing miracle of space yet. Having gained 5 mm, the ample kneeroom in the rear is now 78 mm. The COMBI's boot capacity, which is the largest in the segment, has increased by another 30 l to 640 l. The hatchback can now hold 600 l – 10 l more than before.

New ŠKODA design language with sculptural elements and clear surfaces

The new front apron and the razor-sharp, narrower, new headlights featuring LED technology for the low beam, high beam and daytime running lights as standard are a visual delight. The tail lights, brake lights and fog lights also feature LED technology. The newly designed, shallow roof rails emphasise the elongated silhouette of the OCTAVIA COMBI, while the hatchback looks almost like a coupé. The latest developments in ŠKODA's design language are characterised by sculptural elements, precise lines and modern, clear surfaces, and lend the car an authentic as well as dynamic appearance, creating a high-quality look.

Excellent aerodynamics, reducing CO₂ emissions and fuel consumption

The new design not only sharpens the ŠKODA OCTAVIA's visual appearance, it also enables excellent aerodynamics. With a drag coefficient (c_d) from 0.24 for the hatchback and from 0.26 for the COMBI, the new OCTAVIA is one of the most aerodynamic cars in the world in its segment. The improved aerodynamics also result in fewer CO₂ emissions and lower fuel consumption. Alloy wheels with a diameter of up to 19 inches (665 mm with the tyres fitted) lend all of the model variants a powerful appearance. Crystal Black, Lava Blue and Titanium Blue have been newly added to the range of paint finishes; a Chrome and a Dynamic package are optional extras for the Ambition and Style trim levels.



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Interior: new design improves ergonomics and appearance

- › Multi-level dashboard with one-touch keys for important functions
- › Newly designed, convenient, two-spoke steering wheel featuring knurled scroll wheels
- › Door trims in a new design and LED ambient lighting with more options

ŠKODA has redesigned the interior concept of its brand icon. In addition to the free-standing, central screen and new, even higher-quality materials, the OCTAVIA is the first ŠKODA production model to be equipped with a new multi-level dashboard and a newly designed two-spoke steering wheel. A novel touch control slider below the 10-inch variant of the central display, selected one-touch keys for important vehicle functions as well as buttons and knurled scroll wheels on the multifunction steering wheel improve ergonomics and simplify operation.

The ŠKODA designers have provided the fourth-generation OCTAVIA with an all-new interior. The new steering wheel has been reduced to two spokes, can be heated as an option, and features a chrome trim. If ordered as a multifunction variant, the control buttons have been completely rearranged and, together with new chrome knurled scroll wheels, make operation even easier. A total of 14 different functions can be carried out using the buttons and wheels, including – for the first time –activating the optional heating for the steering wheel and operating Travel Assist. A three-spoke multifunction sports steering wheel is available as an option.

Multi-level dashboard

The dashboard is modular and has been arranged in different levels. Below the large and free-standing central display, a colour-contrasting area cites the line of the ŠKODA grille. In the lower part, there is the new centre console, which is characterised by an elegant and very clear design. The one-touch keys for important vehicle functions such as Driving Mode Select or Park Assist have been moved up below the central display. Chrome elements adorn the centre console and the door trims, which feature door handles in a new design. The front door trims are now partially perforated, the operating button for the electrically adjustable wing mirrors is now located on the armrest next to the buttons for the electric windows. Both the doors and dashboard are made of new and soft-touch materials to create a particularly high-quality look.

New options for the LED ambient lighting

The new LED ambient lighting in the ŠKODA OCTAVIA is a visual delight, indirectly illuminating the front doors and dashboard. The driver can choose from a total of ten different colours and can even assign differing colours to the dashboard and footwell. In addition, the various colours are bundled and categorised by symbols, which can be used to create coordinated light scenarios such as dawn, sun or clouds. The ambient lighting also includes the projection of the ŠKODA lettering on the ground next to the front doors when they are opened.



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Comfort & safety: head-up display and ergonomic seats make their debut

- › Head-up display projects important information in clear view of the driver as an option
- › Ergonomic seats available for the first time – top version with ventilation and seal of approval of the German Campaign for Healthier Backs
- › Electromechanical parking brake and electric windows as standard, debut for tri-zone Climatronic air conditioning as an optional extra

ŠKODA has equipped the new OCTAVIA with numerous safety and comfort features usually reserved for higher-tier vehicles. The head-up display, for example, that projects the most important information directly onto the windscreen in clear view of the driver, is making its debut at ŠKODA. Other new features include various optional ergonomic seats, the top-of-the-range variants being ventilated and bearing the seal of approval of the German Campaign for Healthier Backs.

The OCTAVIA's new head-up display is a first at ŠKODA. It is available as an optional extra from the Style trim level upwards. This innovative feature increases both safety and comfort by projecting the most important information such as speed, navigation, detected traffic signs and activated driver assistance systems directly onto the windscreen, in clear view of the driver. This allows them to read such information without taking their eyes off the road. The Maxi DOT multifunction display comes as standard in every OCTAVIA, presenting information on a 4.2-inch screen in up to 16 colours.

Particularly back-friendly seats as an option

For the first time, ŠKODA is offering particularly back-friendly seats as an option in the new OCTAVIA. They are available from the Ambition trim level upwards and come with electronically adjustable lumbar support as well as an electric massage function, their length and height can be adjusted and the seat surface extended – even in their entry-level variant; heating is optional. Sports seats are also optional and are covered in a particularly breathable ThermoFlux fabric. The Ergo seats will later also be available with Alcantara® covers – for the sporty RS models too – as well as with Alcantara®/leather covers for the OCTAVIA SCOUT and will then also include electric adjustment with a memory function. The top version of the ergonomic seats bears the seal of approval of the German Campaign for Healthier Backs, comes with a ventilation function and perforated leather upholstery as well as heating as standard.

Tri-zone Climatronic air conditioning and KESSY for all doors

The new edition of the Czech car manufacturer's bestselling model is, depending on the trim level, equipped with a manual or the dual-zone Climatronic air conditioning system as standard. Tri-zone Climatronic is available as a new optional extra. The heated windscreens are another option and uses a thin, conductive silver film. Providing even more comfort in future is the optional KESSY keyless vehicle entry system, which allows any one of the OCTAVIA's four doors to be opened first. All of the new models now come with a convenient button for starting the engine, four electric side windows and – making its debut at ŠKODA – an electromechanical parking brake. The ŠKODA OCTAVIA is now also available with acoustic side windows at the front, which reduce road noise in the cabin even further.

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New technology: shift-by-wire, full LED Matrix headlights as well as numerous new safety assistance systems

- › The new OCTAVIA is the first ever ŠKODA to use shift-by-wire technology to operate its DSG transmission
- › Full LED Matrix headlights and full LED tail lights with dynamic indicators are optional
- › Other premieres include Collision Avoidance Assist, Turn Assist and Exit Warning

ŠKODA has equipped the fourth-generation OCTAVIA with numerous new technologies and innovative assistance systems that are making their debut in a production vehicle of the Czech brand. This includes shift-by-wire technology for operating the DSG as well as new systems for further increasing safety, such as Collision Avoidance Assist, Turn Assist and Exit Warning. Yet more premieres for the OCTAVIA include full LED Matrix headlights, Side Assist and Emergency Assist as well as Predictive Cruise Control and Area View.

The new OCTAVIA is the first ŠKODA ever to use shift-by-wire technology to operate its DSG. The gear selector is no longer connected to the gearbox mechanically. Instead, it relays which gear has been chosen electronically. This saves space and offers new design options. In place of the familiar DSG lever, the centre console has therefore been provided with a new control module featuring a small rocker switch for selecting the drive modes – R (reverse), N (neutral) and D/S (drive/sport) – as well as a button for the parking mode, P.

Full LED Matrix headlights as an option

The latest edition of the brand's bestseller can now also be ordered with innovative full LED matrix headlights, each containing a module for low beam and high beam. Each module features 22 LEDs which can be controlled individually to generate a light beam consisting of several segments. This allows drivers to have the high beam on at all times without dazzling other road users. The camera on the windscreen detects vehicles as well as people and objects reflecting the light, and the intelligent lighting technology then automatically turns off individual segments of the light beam. The headlights also provide different lighting modes for various situations and weather conditions, such as driving in the city, on the motorway or in the rain – and they feature an animated Coming/Leaving Home function. This automatically turns parts of the headlights and optional full LED tail lights on and off in a specified sequence when getting into or out of the car. The full LED tail lights have also been provided with illuminated crystalline elements and dynamic indicators.

Innovative assistance systems

The fourth-generation OCTAVIA sees the introduction of several new assistance systems, some of them are making their debut in a ŠKODA model. The new Collision Avoidance Assist supports the driver by actively increasing the steering moment in the event of an impending collision with a pedestrian, cyclist or another vehicle – ideally preventing the accident with a controlled evasive manoeuvre. At junctions, Turn Assist can detect oncoming traffic at an early stage when turning left, warn the driver or even automatically stop the vehicle. The Exit Warning system lets the driver know if another vehicle or a cyclist is approaching from behind when opening the car door. Another new feature is the local



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Traffic Warning function, which automatically warns of traffic hold-ups in the car's immediate surroundings, such as the end of a traffic jam.

New and improved assistance systems in the OCTAVIA

Many other assistance systems are making their debut in the OCTAVIA or have been updated.

Area View provides an overview of the car's immediate surroundings when parking or manoeuvring.

Side Assist warns the driver of vehicles approaching from behind or that are in the car's blind spot up to 70 m away, thus also effectively helping to prevent potential accidents on motorways and dual carriageways. In the city, Front Assist including Predictive Pedestrian and Cyclist Protection warns of a potential collision visually, acoustically and by gently applying the brakes, and automatically slows the car down in an emergency.

Predictive Cruise Control is an updated and enhanced version of Adaptive Cruise Control (ACC). It now automatically adjusts the speed of the car based on the vehicles ahead at speeds of up to 210 km/h. In combination with a DSG, it can even bring the car to a standstill and have it pull away again automatically within up to three seconds. Added to this, the new predictive version also uses images from the camera on the windscreen and data from the navigation system to detect speed restrictions as well as bends, and automatically adjusts the speed in anticipation.

The new ACC, which – together with the updated versions of Traffic Sign Recognition and Lane Assist (now also able to identify road works), as well as Traffic Jam Assist and Emergency Assist – forms the comprehensive Travel Assist system. Using Hands-on Detect, this system also checks – at least every 15 seconds – whether the driver is touching the steering wheel consistently or whether they no longer have control of the vehicle due to a potential medical emergency. If such an emergency occurs, Emergency Assist can bring the car to a stop in its lane. Should it not be possible to prevent an accident from occurring despite the numerous assistance systems, the proactive Crew Protect Assist feature prepares the car as well as its occupants for the impending head-on or rear collision, or even rollover, by automatically closing the windows as well as panoramic roof, and tensioning the seat belts, for example. In the event of a collision, the occupants are also protected by up to nine airbags, including a driver knee airbag and rear side airbags. Following a collision, the Multi-Collision Brake prevents the vehicle from rolling any further in an uncontrolled manner.



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Engines: great choice of alternative powertrains

- › ŠKODA OCTAVIA now also available as a plug-in hybrid or mild hybrid
- › The latest EVO-generation diesel engines emit up to 80 per cent less nitrogen oxide
- › All-wheel drive and four chassis options, including Dynamic Chassis Control with Driving Mode Select

The fourth generation of the ŠKODA OCTAVIA is not only more economical and eco-friendlier, it also comes with a greater choice of alternative drive systems than ever before. For the first time, there is a plug-in-hybrid variant, the OCTAVIA iV. Some of the petrol engines, which have been further optimised, are now equipped with mild hybrid technology, and the diesel engines come from the latest EVO generation and emit up to 80 per cent less nitrogen oxide. The line-up also includes a variant powered by natural gas (CNG), the OCTAVIA G-TEC. There is a choice of four chassis variants, and of course, the new OCTAVIA is available with all-wheel drive.

Christian Strube, ŠKODA AUTO Board Member for Technical Development, said, "When we developed the new OCTAVIA, our focus was on lowering fuel consumption as well as CO₂ and NO_x emissions. In addition to the OCTAVIA G-TEC, which runs on natural gas, we now – for the first time – also offer a plug-in hybrid, the OCTAVIA iV. The OCTAVIA eTEC features new mild hybrid technology, which helps to reduce consumption. And thanks to the application of a new 'twin dosing' method of exhaust gas treatment, the latest EVO-generation diesel engines emit around 80 per cent less nitrogen oxide."

The new OCTAVIA comes with advanced, modern TDI and TSI engines as well as significantly improved aerodynamics, which not only reduces fuel consumption but also exhaust emissions. The SCR exhaust gas treatment now featuring two catalytic converters has been further optimised, which means that nitrogen oxide (NO_x) emissions generated by the diesel engines from the latest EVO generation have been reduced by up to 80 per cent. Using what is known as 'twin dosing', AdBlue® is specifically injected in front of two SCR catalytic converters that are arranged one after the other. As a result, the EVO engines fulfil the technical preconditions for the future Euro 6d emissions standard.

But that's not it, two TSI petrol engines are celebrating their ŠKODA premiere – they are also of the latest EVO generation and feature mild hybrid technology – and as another first, the OCTAVIA can now also be ordered as a plug-in hybrid. The wide range of powertrains deliver from 81 kW (110 PS) to 150 kW (204 PS) is complemented by the OCTAVIA G-TEC, which runs on natural gas (CNG). Depending on the engine type, the fourth-generation OCTAVIA can, of course, either be fitted with a manual or DSG transmission, customers can opt for four-wheel drive if desired, and there is a choice of four chassis variants, including Dynamic Chassis Control with Driving Mode Select.



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Engine	Transmission	Max. power output		Max. torque [Nm]	Max. speed [km/h]	Acceleration 0-100 km/h [s]	Combined consumption [litres/100 km]	CO ₂ emissions [g of CO ₂ /km]
		[kW]	[PS]					
Petrol								
1.0 TSI EVO	6-speed M	81	110	200	207 (203)	10.6	<input type="checkbox"/>	<input type="checkbox"/>
1.5 TSI EVO	6-speed M	110	150	250	230 (224)	8.2 (8.3)	(4.9-5.0) NEDC (5.2-6.1) WLTP	(112-115) NEDC (119-137) WLTP
2.0 TSI	7-speed DSG 4x4	140	190	320	232 (234)	6.9	<input type="checkbox"/>	<input type="checkbox"/>
Diesel								
2.0 TDI	6-speed M	85	116	300	211 (205)	10.3 (10.4)	(3.6-3.7) NEDC (4.0-4.7) WLTP	(96-98) NEDC (106-123) WLTP
	7-speed DSG			250	209 (205)	10.8	<input type="checkbox"/>	<input type="checkbox"/>
	6-speed M	110	150	340	228 (224)	8.9	<input type="checkbox"/>	<input type="checkbox"/>
	7-speed DSG			340	227 (222)	8.7 (8.8)	(3.7) NEDC (4.3-5.4) WLTP	(97-98) NEDC (112-141) WLTP
	7-speed DSG 4x4			360	217 (216)	8.8	<input type="checkbox"/>	<input type="checkbox"/>
	7-speed DSG 4x4	147	200	400	235 (236)	7.1	<input type="checkbox"/>	<input type="checkbox"/>
CNG								
1.5 TSI G-TEC	6-speed M	96	130	200	216 (213)	10.0	<input type="checkbox"/>	<input type="checkbox"/>
	7-speed DSG				215 (212)	9.9	<input type="checkbox"/>	<input type="checkbox"/>
Mild hybrid								
1.0 TSI EVO e-TEC	7-speed DSG	81	110	200	206 (201)	10.6	<input type="checkbox"/>	<input type="checkbox"/>
1.5 TSI EVO e-TEC	7-speed DSG	110	150	250	228 (225)	8.4	<input type="checkbox"/>	<input type="checkbox"/>
Plug-in hybrid								
1.4 TSI iV	6-speed DSG	150*	204	350	220 (220)**	7.9	<input type="checkbox"/>	<input type="checkbox"/>

(*) Applies to COMBI

Not yet available

* Combined maximum power output (combustion engine and electric motor)

** Maximum speed using combustion engine only

A premiere for the OCTAVIA: plug-in-hybrid drive with a power output of 204 PS

Following in the footsteps of the SUPERB iV, the OCTAVIA iV is the second ŠKODA model to be available as a plug-in hybrid. This powertrain features a 1.4 TSI petrol engine delivering 115 kW (156 PS) and a 75-kW electric motor. Together, they produce a total power output of 150 kW (204 PS) and have a maximum torque of 350 Nm. The plug-in-hybrid variant has been equipped with a 6-speed DSG. The OCTAVIA iV will be available in any of the trim levels and models except Active and SCOUT.



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While the hatchback's boot capacity is 450 l, the COMBI can hold 490 l. With a capacity of 37 Ah providing 13 kWh, the high-voltage lithium-ion battery allows for an electric range of up to 55 km in the WLTP cycle. The battery can be recharged conveniently at home from a standard household socket or wall box; the connector for charging the battery is hidden behind a flap in the wing on the driver's side, which can be opened at the push of a button in the door trim. Other differences between the OCTAVIA iV and the variants that are driven solely by a combustion engine include a slightly smaller petrol tank (40 l instead of 45 l), the iV badge on the tailgate and the 10-inch central screen with an iV welcome logo and model-specific displays.

Making their ŠKODA debut: eTEC engines featuring mild hybrid technology

As the first ŠKODA to do so, the new OCTAVIA is available in two eTEC variants with mild hybrid technology. When fitted with a 7-speed DSG, the three-cylinder 1.0 TSI producing 81 kW (110 PS) and the four-cylinder 1.5 TSI outputting 110 kW (150 PS) make use of a 48-volt belt-driven starter motor and a 48-volt lithium-ion battery. This makes it possible to recover energy during braking and store it in the battery, support the combustion engine by providing it with an electric boost, and coast with the engine completely switched off. This, in addition to the commonly used stop/start technology, reduces fuel consumption and CO₂ emissions even further. An additional benefit is that the engine can start more quietly and with fewer vibrations. Vehicles featuring mild hybrid technology can be identified by an eTEC badge.

OCTAVIA G-TEC with a range of 523 km in CNG mode

The OCTAVIA is particularly environmentally friendly as a G-TEC, powered by natural gas. Compared to a car running on petrol, the OCTAVIA G-TEC produces yet again around 25 per cent less CO₂, significantly less nitrogen oxide (NO_x) and no soot particles. The 1.5 TSI engine outputting 96 kW (130 PS) consumes 3.4 to 3.6 kg of natural gas per 100 km in CNG mode and 5.4 l of petrol per 100 km in petrol mode. The total capacity of the three CNG tanks is 17.7 kg, enabling the car to cover up to 523 km. Another 278 km can be covered when also making use of its 9-litre petrol tank, meaning that the OCTAVIA G-TEC can travel more than 800 km without any refuelling stops. The hatchback's boot can hold 455 l, the COMBI's boot capacity is 495 l. The G-TEC badge at the rear and a model-specific Virtual Cockpit are the distinguishing features of this natural-gas model.

Four chassis options including Dynamic Chassis Control with Driving Mode Select

Besides the standard chassis, there is a choice of two other options for the OCTAVIA: a 15-mm-lower sports suspension and a Rough Road chassis providing 15 mm more ground clearance. Dynamic Chassis Control, available as an option, constantly adjusts the suspension and damping, and features Driving Mode Select. Using the slider controls within the various driving modes, the driver can now – for the first time – change individual parameters such as the suspension, damping and steering characteristics or the operation of the DSG to suit their preferences. When fitted with Dynamic Chassis Control, all variants are lowered by 10 mm; however, the plug-in-hybrid variant's ground clearance remains unchanged.

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Digital technology: modern infotainment and supreme connectivity

- › New 10-inch display with innovative touch slider for volume adjustment
- › Latest generation of the optional Virtual Cockpit with a 10.25-inch screen
- › Optional media streaming and CANTON sound system with twelve loudspeakers

The new ŠKODA OCTAVIA has been equipped with systems from the latest generation of the modular infotainment matrix and offers supreme connectivity. There is a choice of four different infotainment systems with touchscreens measuring up to 10 inches. An innovative touch slider for adjusting the volume or the section of the navigation system's map celebrates its premiere. For the first time, maps can be shown in the central display and in the latest generation of the Virtual Cockpit in different levels of zoom.

There is a choice of four different infotainment systems from Volkswagen Group's latest-generation modular infotainment matrix. Even Swing, the entry-level system, comes with an 8.25-inch touchscreen that can be personalised and with a DAB tuner. Smartphones can be paired via wireless SmartLink technology and Android Auto, Apple CarPlay or MirrorLink™, offering access to infotainment apps such as weather or news apps. To this end, the OCTAVIA is always online thanks to its in-built eSIM. Both the Bolero infotainment system, for which a navigation function can be activated at a later stage, and the Amundsen navigation system have a 10-inch touchscreen. They can be operated using gesture control or verbally using the Laura ŠKODA Digital Assistant, who understands fluently spoken complete sentences in six different languages. The maps are updated online, Internet radio and streaming services for music and TV, such as the optional ŠKODA Media Command, are also available. The top-of-the-range Columbus infotainment system also has a 10-inch screen and can display the navigation system's maps in a different level of zoom than the Virtual Cockpit. This new function can be adjusted using the innovative touch slider below the display, which also controls the volume.

Virtual Cockpit now even more user-friendly

For the fourth generation of its bestseller, ŠKODA has improved the Virtual Cockpit even further. The latest generation of the digital and individually customisable instrument panel comes with a 10.25-inch screen and is now even more user-friendly. The driver can choose from four different layouts – Basic, Classic, Navigation and Driver Assistance Systems – and specify their desired content using the controls on the multifunction steering wheel. For the OCTAVIA RS, there is also an exclusive Sport layout. In the Driver Assistance Systems layout, activated systems are shown three-dimensionally – and are even mirrored in the central display.

ŠKODA Connect mobile online services

The ŠKODA OCTAVIA's eSIM provides access to ŠKODA Connect mobile online services. These include eCall, which is mandatory in the EU and automatically calls for emergency assistance in the event of an accident, and Proactive Service (breakdown call), which transmits the position and status of the vehicle to the breakdown service in the event of a technical problem. The vehicle status report automatically stores important data each time the ignition is switched off. In addition, Proactive Service can keep in contact with the garage, allowing service notifications to be relayed, service appointments to



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be scheduled or relevant data to be transmitted in the event of a breakdown. The remote vehicle access via the ŠKODA Connect app or the ŠKODA Connect web portal allows owners, for example, to retrieve vehicle information and driving data, display the car's parking location, and activate the remote-controlled Honk & Flash function making it easier to find the OCTAVIA in the car park, as well as to lock and unlock the doors and close any open windows. The Infotainment Online services backed by online data offer route calculations, real-time traffic information as well as help with the search for petrol stations and parking spaces. For streaming services or the provision of a Wi-Fi hotspot for passengers, data packages can easily be added from the vehicle.

Up to five USB-C ports and CANTON sound system available

The new OCTAVIA offers up to five USB-C ports for charging or connecting media devices and USB sticks with the infotainment system. Two USB-C ports in the front centre console are standard, another two in the rear together with a 230-V socket and another USB-C port in the overhead console above the rear-view mirror are optionally available. Using the optional Phone Box, smartphones can also be charged inductively and paired to the vehicle's external aerial. The acoustically optimised interior and the new optional CANTON Sound System ensure a perfect audio experience.



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Simply Clever: new features for ŠKODA's bestseller

- › Making its debut at ŠKODA: convenient refilling of AdBlue® using a lorry pump nozzle as well
- › Two smartphone storage pockets and new SigmaQuick boot nets
- › OCTAVIA now also available with optional Sleep package and hand brush in the door storage compartment

ŠKODA has extended the list of its brand-typical Simply Clever features available for the new OCTAVIA to offer the driver and passengers the highest degree of functionality and comfort. The convenient filler tube for AdBlue®, enabling it to be filled up using a lorry pump nozzle too, is a brand-new feature. The two smartphone storage pockets on the front seatbacks are also a first at ŠKODA.

The Sleep package, which can also be found in other ŠKODA models, is now making its debut in the OCTAVIA COMBI as well, giving the back seat two comfortable, larger headrests and a blanket. In addition, new retractable sun blinds for the rear side windows allow for the light to be blocked out. The new SigmaQuick boot nets are better and more convenient to use as the nets are particularly easy to open. There is a multifunction storage pocket – for stowing a coat, for example – below the boot cover in the hatchback, while the OCTAVIA COMBI features an automatically retractable load cover. Child safety locks for the rear doors can be operated electrically, there is therefore no need to get out of the car to do so. The storage compartment with an umbrella or hand brush in the front doors is new.

Other new features for the OCTAVIA include a funnel integrated into the lid of the windscreen washer tank and water ducts on the windscreen, which allow rainwater to drain optimally, thus contributing to the lowest amount of drag possible. Thanks to its integrated Tip-To-Close function, the electrically operated tailgate (optional) can also be closed with ease by gently pulling on it. It also comes with a virtual pedal. The button to electrically unlock the optional retractable tow bar can be found in the boot too.

Selected Simply Clever features

Convenient refilling of AdBlue®, also using a lorry pump nozzle
Two smartphone storage pockets on the front seatbacks
Automatically retractable load cover (OCTAVIA COMBI) (CW 25/20)
Sleep package (OCTAVIA COMBI)
Electrically retractable tow bar
Funnel integrated into the lid of the windscreen washer tank
Storage compartment in the front doors with umbrella and hand brush
Boot nets with convenient SigmaQuick net opening
Mechanically retractable sun blinds for the rear side windows
Water ducts on the windscreen
Electric tailgate incl. Tip-To-Close function and virtual pedal
Multifunction storage pocket
Easy-Open cup holder
Double-sided boot liner



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False boot floor (COMBI)
Tablet holder on the headrests and for the rear armrest
Ticket holder on the driver's A-pillar
Waste bin in the door trim
Holder for multimedia devices
Bag hooks in the boot
Cargo fasteners in the boot (also for false boot floor)
Holders for 1.5-litre bottles in the front and rear doors
Ice scraper in the fuel filler flap with a tyre tread depth gauge
High-vis-vest storage in every door
Electric child safety lock
Storage compartment for the load cover under the false boot floor
Removable ski bag



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History: 60 years of the ŠKODA OCTAVIA

- › Production of the ŠKODA OCTAVIA commenced in 1959
- › In April 1996, the first new-generation OCTAVIA succeeded the original
- › A clear bestseller among ŠKODA's model line-up with more than 6.5 million OCTAVIAS sold across all generations

The ŠKODA OCTAVIA is celebrating 60 years since its start of production. The first units of this legendary model range rolled off the production line at the plant in Mladá Boleslav in January 1959. In the mid-1990s, the first OCTAVIAS of the modern-day generation inherited the legacy from the popular compact car.

Sixty years ago, the distinguished 'OCTAVIA' name enhanced the ŠKODA portfolio for the first time. The fact that the name was derived from the Latin word 'octavia' was no coincidence. The term means 'the eighth' – the then newcomer was the brand's eighth model since the Second World War as well as the eighth ŠKODA to feature the state-of-the-art independent suspension for all wheels that the manufacturer had introduced in 1933.

In January 1959, the first two-door ŠKODA OCTAVIA rolled off the line at the main plant in Mladá Boleslav, where for the first weeks of production it was manufactured alongside its predecessors, the Š 440 and Š 445. Under its bonnet, the OCTAVIA featured a robust in-line, four-cylinder 1.1-litre engine with a power output of 29.4 kW (40 PS), which was transferred to the rear wheels via a four-speed gearbox. It had a top speed of 110 km/h and an average fuel consumption of 7.7 l per 100 km. The attractive, flowing body design was impressive, as were its driving characteristics. Technical innovations such as the front axle with coil springs and a torsion bar stabiliser gave the OCTAVIA a high level of riding comfort and pleasant handling. The introduction of asymmetric headlights over the course of 1959 saw an increase in active safety. The same year, ŠKODA also launched a more powerful variant – the OCTAVIA SUPER – which boasted a 1.2-litre engine outputting 33 kW (45 PS). The OCTAVIA models were soon in demand both at home and abroad.

The Geneva Motor Show on 10 March 1960 saw the premiere of the sporty ŠKODA OCTAVIA Touring Sport (TS) variant, which arrived with an increased power output of 37 kW (50 PS). ŠKODA put the TS forward for homologation by the International Automobile Federation (FIA) for use in races and rallies in the category for unmodified road cars. Once approved, the way was clear for the two-door, which could reach speeds of up to 130 km/h, to enter the world of motorsport. With class victories in 1961, 1962 and 1963, the OCTAVIA TS secured a hat trick at the Monte Carlo Rally.

The two-door saloon continued to be produced until 1964 – the last unit rolled off the line in Mladá Boleslav on 11 April. ŠKODA launched the completely new range of 1000/1100 MB models featuring a unibody design and a rear-mounted engine as the direct successor. The last OCTAVIA COMBI left the plant in Kvasiny on 21 December 1971. A total of 360,000 OCTAVIAS were manufactured between 1959 and 1971, including more than 54,000 estate variants.

In 1966, the rugged and reliable OCTAVIA also provided the technical basis for the first car designed and built in New Zealand: the TREKKA was the result of close collaboration with the Czech car

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manufacturer and had a shortened version of the OCTAVIA SUPER's chassis as a base. The popular multipurpose vehicle is regarded as one of the predecessors to ŠKODA's current range of SUVs.

By no later than the debut of the first new-generation OCTAVIA, the model name had become synonymous with the entire brand. In 1992 – shortly after ŠKODA had become part of Volkswagen Group – development started on a completely new car that harked back to the legendary model name. On a modern, technical platform the team, led by then Head of Design Dirk van Braeckel, created bodywork with an unmistakable design. The OCTAVIA hatchback featuring a large tailgate made its debut on 4 April 1996 and immediately impressed with a high level of active and passive safety. Offering a boot capacity of 528 to 1,328 litres, the car boasted a particularly generous amount of space. In March 1998, the even more spacious OCTAVIA COMBI, which was particularly successful in Europe, was added to the range; the first all-wheel-drive variant followed in 1999. By November 2010, 970,000 hatchbacks and more than 470,000 estates of the first-generation OCTAVIA had been sold.

This success was topped by the second generation of the ŠKODA OCTAVIA, which was built between 2004 and 2013, with 1.6 million customers choosing the hatchback and 900,000 the estate. In addition to an even higher level of utility, this generation impressed with many technical innovations, most notably the petrol engines with direct injection and the automatic dual-clutch transmission (DSG). Today, the third-generation OCTAVIA forms the backbone of ŠKODA AUTO's portfolio. It has been manufactured since November 2012 and was given a comprehensive update in 2017. More than 2.5 million customers have already opted for this generation of the OCTAVIA.

The ŠKODA OCTAVIA established a firm position for itself in many markets long ago. The figure of around 6.5 million vehicles produced since 1959 is an impressive demonstration of this.

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ŠKODA AUTO

- › was founded during the pioneering days of the automobile in 1895, making it one of the longest-established car companies in the world.
- › currently offers its customers nine passenger-car series: the CITIGO, FABIA, RAPID, SCALA, OCTAVIA, KAROQ, KODIAQ, as well as the KAMIQ and the SUPERB.
- › delivered more than 1.25 million vehicles to customers around the world in 2018.
- › has been part of Volkswagen Group since 1991. Volkswagen Group is one of the most successful vehicle manufacturers in the world. In association with the Group, ŠKODA AUTO independently develops and manufactures vehicles, as well as components such as engines and transmissions.
- › operates at three locations in the Czech Republic; manufactures in China, Russia, Slovakia, Algeria and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan with local partners.
- › employs over 39,000 people globally and is active in more than 100 markets.
- › is pressing ahead with the transformation from a traditional car manufacturer to the 'Simply Clever company for the best mobility solutions' as part of the ŠKODA 2025 Strategy.